

AMENDMENTS TO THE CLAIMS

Please amend claims 1, 6, 11-13, 15, 16, 18 and 20, and cancel claims 2, 5, 8-10, 14, 17, and 19, as set forth in the listing of claims that follows:

1. (Currently Amended) A suspension apparatus for operatively connecting a wheel of a vehicle to a chassis of the vehicle, the suspension apparatus comprising a control arm of fixed length having an inboard end thereof adapted for articulating attachment to the chassis; and an outboard end thereof adapted for articulating attachment to the wheel,

a compressible suspension element having an upper end adapted for articulating attachment to the chassis and a lower end;

an articulating element having a first end rotatably attached to the control arm between the inboard and outboard ends and a second end attached to the lower end of the compressible member to form an intermediate attachment point; and

an actuator attached to the intermediate attachment point for moving the attachment point relative to the inboard and outboard ends of the control arm

~~a selectively movable intermediate attachment point thereof disposed between the inboard and outboard ends of the control arm and adapted for attachment of a compressible suspension element.~~

2. (Cancelled)

3. (Original) The suspension apparatus of claim 1, wherein the compressible suspension element includes a spring.

4. (Original) The suspension apparatus of claim 1, wherein the compressible suspension element includes a damper.

5. (Cancelled)

6. (Currently Amended) The suspension apparatus of claim 1 ~~5~~, wherein the actuator is a linear actuator having a first end operatively attached to the intermediate attachment point, and a second end operatively attached to the control arm.

7. (Original) The suspension apparatus of claim 6, wherein the linear actuator is an electrically driven actuator.

8-10. (Cancelled)

11. (Currently Amended) The suspension apparatus of claim 1 ~~10~~, wherein the control arm defines a common centerline extending through both the inboard and outboard articulating ends of the control arm, and the ~~movable~~ intermediate attachment point of the articulating element is disposed above the common centerline.

12. (Currently Amended) The suspension apparatus of claim 1 ~~10~~, wherein the control arm defines a common centerline extending through both the inboard and outboard articulating ends of the control arm, and the ~~movable~~ intermediate attachment point of the articulating element is disposed below the common centerline.

13. (Currently Amended) A suspension apparatus for operatively connecting a wheel of a vehicle to a chassis of the vehicle, the suspension apparatus comprising:

a control arm of fixed length having an inboard end thereof adapted for articulating attachment to the chassis; and an outboard end thereof adapted for articulating attachment to the wheel; ~~and~~

an articulating element having a first end rotatably attached to the control arm between the inboard end and the outboard end and a distal end, whereby said distal end defines an a selectively movable intermediate attachment point thereof disposed between the inboard and outboard ends of the control arm and adapted for attachment of a compressible suspension element; and

a compressible suspension element having an upper end adapted for articulating attachment to the chassis and a lower end operatively attached to the ~~movable~~ intermediate attachment point of the control arm; and

an actuator for selectively moving the intermediate attachment point with respect to the inboard and outboard ends of the control arm; wherein the actuator includes a first end thereof operatively attached to the intermediate attachment point and a second end thereof operatively attached to the control arm.

14. (Cancelled)

15. (Currently Amended) The suspension apparatus of claim 13 ~~14~~, wherein the control arm defines a common centerline extending through both the inboard and outboard articulating ends of the control arm, and the ~~movable~~ intermediate attachment point of the articulating element is disposed above the common centerline.

16. (Currently Amended) The suspension apparatus of claim 13 ~~14~~, wherein the control arm defines a common centerline extending through both the inboard and outboard articulating ends of the control arm, and the ~~movable~~ intermediate attachment point of the articulating element is disposed below the common centerline.

17. (Cancelled)

18. (Currently Amended) The suspension apparatus of claim 13, wherein the ~~linear~~ actuator is an electrically driven actuator.

19. (Cancelled)

20. (Original) A method for varying a suspension linkage ratio in a vehicle suspension operatively connecting a wheel of the vehicle to a chassis of the vehicle, the method comprising:

connecting the wheel to the chassis with a suspension apparatus including a control arm of fixed length having an inboard end thereof adapted for articulating attachment to the chassis; and an outboard end thereof adapted for articulating attachment to the wheel, and an articulating element having a first end rotatably attached to the control arm between the inboard end and the outboard end and a distal end defining a selectively movable intermediate attachment point, a compressible suspension element having an upper end adapted for articulating attachment to the chassis and a lower end operatively attached to the movable intermediate attachment point of the control arm; and an actuator for selectively moving the intermediate attachment point with respect to the inboard and outboard ends of the control arm thereof disposed between the inboard and outboard ends of the control arm and adapted for attachment of a compressible suspension element; and

selectively moving, using the actuator, the intermediate attachment point with respect to the inboard and outboard ends of the control arm.